

WHAT IS CLAIMED IS:

1. A key fob for a vehicle, comprising:
a housing holding a processor and a transmitter; and
5 plural user-manipulable keys disposed on the housing and sending signals to the processor at least when manipulated, at least some keys being dual-purpose keys, the signals from the dual-purpose keys representing respective tire locations when the key fob is in a first mode, the signals from at least some of the dual-purpose keys representing respective vehicle access commands when the key fob
10 is in a second mode.
2. The key fob of Claim 1, wherein the dual purpose keys include:
a first key representing a vehicle lock command in the second mode and a first tire location in the first mode; and
15 a second key representing a vehicle unlock command in the second mode and a second tire location in the first mode.
3. The key fob of Claim 2, wherein the dual purpose keys include:
a third key representing a trunk unlock command in the second mode and a

third tire location in the first mode; and

a fourth key representing a panic command in the second mode and a fourth tire location in the first mode.

5 4. The key fob of Claim 1, comprising a gain amplifier connected to the transmitter, the processor causing the amplifier to establish a first power level of the transmitter in the first mode and a second power level of the transmitter in the second mode, the first power level being less than the second power level.

10 5. The key fob of Claim 1, wherein the processor changes at least from the second mode to the first mode when at least two keys are manipulated simultaneously.

 6. The key fob of Claim 1, wherein the processor changes at least from the first mode to the second mode when at least two keys are manipulated simultaneously.

15 7. The key fob of Claim 1, wherein the processor changes at least from the first mode to the second mode after the elapse of a predetermined timeout period.

 8. The key fob of Claim 1, wherein the first mode is implicitly established by the simultaneous manipulation of two keys.

9. A tire training and vehicle command system, comprising:
a key fob transmitting vehicle control signals at least in a first mode and tire location codes at least in a second mode.

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10. The system of Claim 9, comprising plural dual keys on the key fob and at least one processor supported by the key fob and receiving signals from the keys.

11. The system of Claim 10, wherein
a first key represents a vehicle lock command in the first mode and a first tire location in the second mode; and
a second key represents a vehicle unlock command in the first mode and a second tire location in the second mode.

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12. The system of Claim 11, wherein
a third key represents a trunk unlock command in the first mode and a third tire location in the second mode; and
a fourth key represents a panic command in the first mode and a fourth tire location in the second mode.

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13. The system of Claim 10, comprising a gain amplifier connected to a transmitter in the key fob, the processor causing the amplifier to establish a first power level of the transmitter in the first mode and a second power level of the transmitter in the second mode, the first power level being more than the second power level.

14. The system of Claim 10, wherein the processor changes at least from one mode to the other mode when at least two keys are manipulated simultaneously.

15. The system of Claim 10, wherein the second mode is implicitly established by the simultaneous reception of signals from two keys.

16. A tire training system, comprising:

a lightweight hand held key fob housing;

command input means on the housing for inputting command signals;

processor means for receiving the command signals and determining whether the command signals are tire training command signals or vehicle control command signals, the processor means generating codes based thereon; and

transmitter means connected to the processor means for transmitting the

codes received from the processor means.

17. The system of Claim 16, wherein the command input means include plural
dual purpose keys, the processor means includes a processor, and the transmitter means
5 includes a wireless transmitter.

18. The system of Claim 17, wherein
a first key represents a vehicle lock command in a vehicle control mode and
a first tire location in a tire pressure sensor training mode; and

10 a second key represents a vehicle unlock command in the vehicle control
mode and a second tire location in the tire pressure sensor training mode.

18. The system of Claim 17, wherein
a third key represents a trunk unlock command in the vehicle control mode
15 and a third tire location in the tire pressure sensor training mode; and

a fourth key represents a panic command in the vehicle control mode and a
fourth tire location in the tire pressure sensor training mode.

19. The system of Claim 17, comprising a gain amplifier connected to the

transmitter, the processor causing the amplifier to establish a first power level of the transmitter in the vehicle control mode and a second power level of the transmitter in the tire pressure sensor training mode, the first power level being greater than the second power level.

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20. The system of Claim 16, wherein the processor changes at least from one mode to another mode when at least two keys are manipulated simultaneously.